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SIXPENCE

BOMBING FROM THE AIR goes on unrestrained both in Spain and China, for all the protests of neutral Powers; and one would perhaps be unduly sanguine if one imagined that devices such as the appointment of international observers to make speedy reports on air raids are likely to have the slightest effect in forcing the air bombers to confine their attention strictly to military objectives. In China there are already several neutral observers at work, but this has not prevented the Japanese from threatening to continue their air raids on Canton and Hankow "with even greater vigour." True, they have their excuses to offer. Canton and Hankow, it seems, have suddenly been transformed into strongly fortified cities. Japanese airmen have consequently to fly at great heights over these places, and inevitably some of their bombs are bound to fall in the vicinity of unarmed civilians. Excuses of this sort are, of course, impossible to combat, and they are as easy to put forward in Spain as in China. The moral, of course, of all this tragic bombing story is that in modern warfare there is no way of escaping this terrible menace from the air except for those nations and peoples who possess an air force sufficiently strong to discourage their adversaries from resorting to methods that are likely to provoke retaliation in kind.

WASHINGTON'S ATTITUDE, as ever, towards the world's troubles appears to be one of readiness to indulge in vague and noble-sounding pronouncements, but of extreme reluctance to engage in any practical concrete schemes for the betterment of the world situation. Mr. Cordell Hull, American Secretary of State, has recently made a speech in Tennessee wherein, according to the *Times*' Washington Correspondent, he referred to the "brutality" with which armed force was being used to-day, and went on to say that America was prepared to join with others "in the restoration of sound international economic relationships, in moving toward effective agreement on the limitation and progressive reduction of armaments, in humanising by common agreement the rules and practice of warfare, and in exploring all other methods of revitalising the spirit of international co-operation." Asked, however, by the Press, whether he meant by these words the taking of any specific action, Mr. Hull replied that nothing "in an imminent sense" was contemplated by him, nor had he any intention of projecting America or any other nation into "immediate concrete plans." To judge by this explanation and the *Times*' correspondent's account of Washington opinion, there would seem to be little chance of the United States agreeing to participate in the British plan of international observers in Spain. Isolationism is still Washington's creed, and there is no point in anticipating

any departure from it through hopeful interpretations of American statesmen's "winged words."

BIG BATTLESHIPS OF 45,000 tons, armed with 16 in. guns, are to be, it is believed, the result of our naval discussions with the United States. That is probably the limit in size of battleships that can pass through the Panama Canal, and possibly that is why no higher limit has suggested itself to Washington. Japan has declined to give any information as to the size of the battleships she is building, but it has been generally assumed from her disinclination to furnish details to her associates in the London Naval Agreement of 1936 that the battleships she has been designing or contemplating are of 40,000 tons and over. The cost of these naval leviathans will be, it is calculated, £9,000,000 for us and £18,000,000 for the States. Possibly the cost to the Japanese will be much less than the figure for Britain. But in any case the heavy addition to Japan's naval expenditure from the building of bigger battleships is certain to entail an enormous strain on her already weakened resources. Her oriental guile in striving to steal a march on her partners in the Naval Agreement seems likely in the end to prove very expensive. It has been responsible for starting a new race in armaments in which her national pride may compel her to compete to her own financial undoing.

IF THE MANCHESTER GUARDIAN is to be believed—and what reader of the *Saturday Review* can doubt its accuracy?—donkeys in England will soon be as extinct as the dodo. It is just possible that this charming, patient and obstinate animal is still being bred in Hampshire or Dorset, but there is no definite evidence at all that a jackass of potency is still available for the service of jennies in this country. Donkeys are bred in Ireland, so that there is hope of resuscitating the race in this land, and the Breton continues to set great store by his asses. No one who was at Verdun during the War will forget the heroic little Moorish donkeys which brought up ammunition and supplies through trenches where any other beast of burden would have been exposed. Many of them died in the shell-torn mud round Douaumont.

THE TATTOO AT ALDERSHOT has "The Field of Cloth of Gold" as its central theme this year, which makes its pageantry even more gorgeous than usual. It is good to remember that this episode stands for all time as a symbol of peace and goodwill, a lesson that needs to be taken to heart more than ever at the present time. Drill by men of the Brigade of Guards was very impressive and drew much applause. A display of Highland dancing and music by the massed bands

of the pipers made an effective sight under the flare of naked torches, and the lantern display with "the Rose of England" as its theme was a very delicate and delightful item in the programme. The organisers have been badly treated by wind and weather, but as usual have risen above all difficulties, and have produced again this year a truly magnificent spectacle, and it is to be hoped that the Tattoo will continue to be an annual event.

A MEETING WAS HELD at the Gaiety Theatre last week to arouse interest in the Cecil Houses. Lady Simon was in the chair, and she was ably supported by several speakers. Amongst these Mrs. Cecil Chesterton gave a graphic account of the work done by her and her staff. Five of these houses are now open, and here women can obtain a good bed, hot bath, tea and biscuits for the sum of one shilling. Mrs. Chesterton now wishes to open a boarding house for women whose maximum wage must not exceed £2 2s. a week. The charge for bed, breakfast and supper and full board at week-ends will be 14s. a week. The demand for such a home does not need to be emphasised, and Mrs. Chesterton ably pleaded her cause. Once the site and the building is paid for, the home is to be self-supporting. This is a scheme that deserves all the help it can get, and visitors are most welcome on Thursday afternoons at any of the Cecil Houses, the largest of which are 194, Kensal-road, W.10, and 179, Harrow-road, W.2.

FROM A FAR-OFF EASTERN State of India, leaving their native home for the first time, comes a group of dancers who will give a season at the Vaudeville Theatre, commencing June 7. The dancers are masked. Human facial expression is a thing apart from these sacred legends. The masks are made to resemble the mythological figures in the dances, and the body and limbs of the participants must tell the whole story with elaborately stylized gestures. From the age of five, the boys and girls start to dance, tutored by their elders and encouraged by the frequent exhibitions of these centuries-old dances, which have never been performed outside India before.

In the "repertoire," if such a theatrical term can be applied to these primitive artists, are forty-one dances. There are such fascinating titles as *Kuranga*—the fright of a deer during the great rains; *Venkatasu*, a demon dance; *Nagarchi*, the village drummer. The Masked Dancers of Serai-kella will perform at the Vaudeville in front of backgrounds of a neutral colour with bright, warm lighting on the dancers.

THE LEAGUE OF ARTS is again giving free entertainments in Hyde Park on each Saturday during June and July. There will be two performances at 3 and 7 p.m. consisting of Ballets, and they will take place by the boat houses on the North side of the Serpentine near the bridge. On June 18th the Basque children will dance their national dances, and the programme for the whole

session has been most carefully planned to give as much variety as possible.

A MORE SLEEP CAMPAIGN for children has been recommended by the Head Teachers' Conference to the Ministry of Health. The contention, for which there is undoubtedly much evidence, is that the modern child is permitted to keep far too late hours, with the result that he or she arrives at school in a condition that militates against proper attention being paid to the morning's lessons. The campaign has much to commend it, but it is not so easy to see how it is to be effectively conducted.

"8.45 AND ALL THAT," at the Royalty is a Revue by Mary Dunn and Stafford Byrne. The second half is on the whole, more successful than the first; "over the garden wall" being entirely delightful—a Victorian love scene very coy and skittish and greatly daring in saucy repartee.

Mr. Charles Heslop makes a cheerful and amusing compère; his absurd patter holds the show together when it is in danger of becoming lifeless. The show is gay and bright but it lacks dash and polish.

"SPRING MEETING," by M. J. Farrell and John Perry at the Ambassadors Theatre, is a delightful play, full of wit and charming human relationships and tangles.

The scene is laid in Ireland; the story is much like many other tales, in which young ladies find husbands in unusual circumstances against the wishes of harassed parents.

Arthur Sinclair surpasses himself, he has seldom acted better, in the part of a most respected and respectful butler, who incidentally stands as confidant and father-confessor to the three ladies of the household.

Miss Margaret Rutherford as a fussy old spinster is excellent, and Zena Dare and Nicholas Phipps play with ease and vivacity. W. G. Fay gives one of the best interpretations of an Irish man-of-all work ever seen on the stage.

Mr. John Gielgud, who directs the play, is to be congratulated on a first-rate entertainment.

UNDER HIS HOLLYWOOD contract Charles Boyer is allowed to make one picture a year in France, and *Orage*, the new film at the Curzon, is his contribution for last year. This picture has been adapted from a play by Mr. Henri Bernstein. Its theme is an aspect of the eternal triangle and, needless to say, there is nothing light about the author's treatment of it. The husband, played by Charles Boyer, is devoted to his wife and their home but, urged while in Paris to call on a lady with whom his young brother-in-law is infatuated, he proceeds to fall under her spell himself. The lady, well played by Michele Morgan (who made a success in *Gribouille*), in the end steps aside in favour of the wife, but not before there has been a lot of marching and counter-marching, some of which is a little tedious. *Orage* may be good theatre, but pictorially it lacks pace.

Leading Articles

WORLD UNREST AND THE GREEK SPIRIT

MUDDLED thinking is the curse of the present age and the confusion of thought is repeated in the abuse of words which are cheerfully used in different or even contradictory meanings in succeeding sentences. If people were able to think clearly, there would be no war scares. The world would not be excited by such words as Fascism, Communism or democracy, if only they were provided with a reasonable and consistent definition. Nowadays Fascism is supposed to include German National Socialism, though their theories and traditions are utterly different, not to say opposed. Both Fascism and National Socialism derive from French Syndicalism, which is the source of Communism, their deadliest enemy. As a matter of fact, it is easier to distinguish between Fascism and National Socialism than between either of them and Communism. The Fascist accepting the professional and local basis of the Syndicate turns back to the tradition of the Roman Empire and invests one person with powers to represent the professions and the localities. That tradition imposes respect for every religion which does not declare war against the State and forbids discrimination against nationalities. The Roman citizenship was opened to all the subjects of the Emperor and, though the Jews in their own country were a worse thorn in the side of the Empire than they have ever been for Germany, the Roman was so sure of his own genius and ability that he had no need to persecute them. The Germans, on the other hand, are bound to build on a negative foundation. It was their ancestors' renown that they overthrew the effete Roman Empire, and their outlook is bound to be one of wariness and suspicion. Christianity reached them later than it reached Rome and they have never had a chance of exercising that almost universal tolerance on which the Roman Empire was based. It must be remembered that the early Christians were persecuted not because of their belief, but because they refused those sacrifices to the Emperor, which for most Romans meant no more than drinking the Emperor's health in our day. Again, the German has always suffered from the inferiority complex which makes men bluster and exaggerate their own ability and importance, and his attitude towards the Jews is an admission that he cannot compete with them on even terms.

The Bolshevik, on the other hand, can only conceal the ideal which he pursues behind a verbal camouflage which appears as the dictatorship of the proletariat. Nowhere in the world does the proletariat dictate less than in Russia. Inevitably its revolutionary rulers have fallen back on the only tradition available to them—the autocracy of the Tsars. They have tried to introduce a new religion: the worship of Lenin and the machine was to take the place of the Church; but according to the latest information it is doubtful whether their efforts have been so successful as the world at first believed. Neither Lenin nor machines can change human nature. For a time that fervour for annihilation hereafter which Lucretius would have loved and the conviction that this sorry scheme of things entire could so easily be shattered to bits and remoulded nearer to the heart's desire inspired the Bolshevik youth, but for them, as for all young men who have been or ever will be born, the shattered scheme of things still remains sorry and almost as far away from the heart's desire as ever.

Most of those who declare themselves the enemies of Fascism and Bolshevism swear fidelity to democracy, though that again is a system of government which covers a multitude of varieties. There is very little in common between the democracies of England, France and those of the New World. Probably the average man would say that they are all distinguished from the dictatorships by the freedom they give to the citizen to lead his own life as he wants. Yet that citizen may want—and in many cases does want—to be told how to lead his life. There are surely men in Italy, Germany and Russia who like the régime because it approximates to what they desire. Liberty in this country would often be regarded as tyranny across the Channel. No Frenchman would stand for a minute our licensing hours, any more than an Englishman would endure his tobacco and match monopoly.

Modern unrest is largely due to our inability to express what we really do want. There was a time when the English language could express shortly and straightforwardly a definite meaning. To-day it is still admirable in the exact sciences when every term has been accurately defined, but in the much more important region of life and art it has become slipshod and ambiguous. A superabundance of abstract words has confounded understanding; for abstractions include a multitude of opposites. Justice is a word with which anyone can play. "The being just" as the Greek, the clearest thinker in history, was bound to define it brings back the wildest orator to earth.

As in our pride we ignore Greek studies, our troubles grow worse and our power even to say what ails us is decreased. Every problem that faces us to-day was dealt with by the great Athenians before the Christian era, and all the difficulties of democracy, tyranny and other forms of government were dealt with by them. If hereafter there is to be any solution, we must go back to their clear thinking, and that return to the distant past will make the moderns realise that they are being starved for beauty. A translation is usually a poor substitute for the original, but there are exceptions, and one feels that everyone

who reads English would be the wiser for reading Dr. W. H. D. Rouse's "Story of Achilles" (Nelson, 7s. 6d.), a translation of the *Iliad*. Here is no affectation, no Wardour-street English, but a plain setting-down of a divine story. If only our pacifists would look on war in the same light as the Homeric hero, there would be hope for peace in our time; for in no other book is the balance between the horrors and the glory held so even. Air raids can bring no terrors worse than those that awaited the civilian on the defeated side, and the bullet and shell are quite as merciful as Achilles' spear that missed Lycaon and the sword that was finally thrust down to the hilt in his neck. Dr. Rouse has written a translation that will appeal to those who know no Greek, for the story runs smoothly and racy as few novels do. The Greeks of the Homeric Age were rather like schoolboys in the swift play and change of their emotions, but in these days of mass hysteria the world is much the same, and Hitler and Mussolini can still study in the school of Agamemnon and Achilles.

IN THE WAKE OF THE DROUGHT

THE fact that the drought is no longer the subject of headlines in the press must not be taken to suggest that the agricultural problems arising out of a period of many dry months have also disappeared. It is true that nearly every part of the country is deriving benefit from the rain clouds, but no one could expect that a long period of drought combined with frost should not leave in its wake a great many far reaching problems. Almost the only thing to which farmers can look back with any gratitude at all is the fact that the rains did not come when the frosts were at their worst. But even so, the farming community has ample cause to view the next few months and the next season with anything but assurance.

The department of agriculture which causes the most concern is the one which has lately assumed a very great importance—the production of milk. Consumption has increased, according to a recent report, by nearly 50,000,000 gallons, and it is essential that everything be done to maintain a sufficient output to meet this increase. Yet the farmers are experiencing the greatest difficulties. Until a short time ago milk was being produced in winter conditions almost everywhere in the country. Many fields which had been closed for hay had to be opened and used for grazing, and this necessity has produced its own peculiar problems. Even so, the poor nature of the pastures has resulted in a reduced yield and an inferior quality. The announcement which farmers would hear most gladly would be that the extra fourpence a gallon, deducted at the beginning of May, had been restored. Indeed, some distributors have, on their own responsibility, declined to reduce the price at all, and the Milk Marketing Board and the Central

Milk Distributors Committee are carefully considering the whole question. It seems only fair that farmers should be compensated for their losses in some degree, more especially since, whether the increase in price is sanctioned or not, they will lose a great deal of money on the period from May to July.

Until the last few days no one could contemplate the grasslands of England with anything but dismay. I spent a considerable time talking to farmers on the South Downs just before the end of the drought, and they showed me fields where cattle, sheep and horses had almost to dig for the grass. In addition to this, there was always the danger that stock would come across poisonous herbs which appear to seize the opportunity of flourishing better than usual in a dry season. The problem of what to do with hunters is acute; if they are left in their boxes their condition next season cannot fail to suffer, and if they are turned out there is every chance that they will develop sand colic. The question of next season's supply of hay is perhaps better left undiscussed. Nor is this an attitude of complete despair, for the rains have undoubtedly done much good already, and the next few weeks will show whether they have come in time.

It is too early as yet to speak with certainty of the fruit crops. When the frosts were at their worst I saw many of the orchards in Kent, and I must confess that, although damage had certainly been done, I thought the alarm to be exaggerated. Fortunately, the frost was not accompanied by rain, and now that the warmer showers have fallen there seems to be every prospect that the orchards will produce a reasonably good yield. But certain varieties of apples cannot fail to be scarce, and strawberries, which should now be making their appearance on our tables, will be much later than usual.

Vegetables appear to have been the least harmed of all by the drought and the frosts. The rain has probably come in time to prevent the ravages of the dreaded cabbage aphid, and potatoes appear to be satisfactory. This is most important, for should it occur to the Government to grow potatoes in England in connection with the food defence schemes instead of buying them from abroad, a surplus would almost inevitably be necessary.

It would be easy for farmers to indulge in self-pity at present. After an early spring of unusual promise came the most upsetting period for many years. But in agriculture, more than any other occupation, self-pity is a mistake. The financial loss to the farming community is yet to be estimated. But it seems clear that the rain has ended the period of extreme anxiety, and that if warm and plentiful showers fall over the whole of England the result of the drought will not be so disastrous as was once expected. The recent gales did not do very much damage to crops, and the next few months will be of great interest not only to the farmers but also to a public which has been aroused to a sense of the importance of home agriculture by international conditions.

R. COLVILLE,

The Inner Man

MORE STAR CHAMBER DINNERS

WE publish to-day a fifth instalment of the accounts submitted for the dinners served to the Lords of the Star Chamber at the Sovereign's expense. Drawn from the contemporary MSS. covering the period from the reign of Henry VIII to that of Charles I, this first-hand evidence of the way our forefathers ate and the cost of their food is of interest to all concerned with the Art of Good Living.

44. Saturday, the fifth of February.

Item for bread 18d. Item Ale 2s. Beer 11d. . . 4s. 5d. Item a ling 17d. A cod 18d. Oysters 3d. Lampreys for stew 10d. Half a fresh salmon and a chine 4s. 2 pikes 6s. 4d. Pippins 8d. Lampreys to roast 12d. 2 roasting eels 2s. A turbot 5s. Smelts 12d. Eels to bake 10d. whittings 10d. 4 haddocks 2s. 4d. Crude 8d. Flounders 10d. Butter 12d. Spices 5s. Flour 8d. Salt and Sauce 8d. Oranges 4d. Trenchers 1½d. Cups 5d. Cook's wages 2s. 4d. Washing 12d. Herbs 3d. Boathire 14d. 42s. 6½d.

45. Monday the seventh day of February.

Item for bread 18d. Item Ale 2s. Beer 9d. . . 4s. 3d. Item a sirloin of beef 22d. A rump beef 8d. 6 marrowbones 12d. A neck mutton 4d. A leg veal 8d. 3 breasts veal 2s. 3d. A lamb 2s. Pork for larding 12d. 3 capons 6s. 2 hens 20d. 10 cocks 3s. 4d. 6 teals 15d. A pheasant 2s. 6 partridges 4s. 3 doz. larks 18d. Half a hundred eggs 9d. Butter 14d. Spices 5s. Apples 20d. Flour 10d. Herbs 4d. Oranges 4d. Wardens 8d. Trenchers 1½d. Cups 5d. Boathire 14d. Cook's wages 2s. 4d. 2 loins mutton 16d. Crude 8d. 46s. 3½d. Sum 4L 17s.

46. Tuesday, the eighth day of February

Item for bread 18d. Item Ale 2s. Beer 9d. . . 4s. 3d. Item a sirloin of beef 22d. Pottage flesh 8d. 8 marrowbones 16d. 2 loins mutton 16d. A neck mutton 4d. A leg veal 8d. A poynnt beef to roast 2s. 2 capons 6s. 2 hens 2s. 2 curlews 2s. 4d. 4 conies 12d. 10 cocks 3s. 4d. 8 snipes 20d. 8 teals 20d. 4 partridges 2s. 8d. 3 doz. larks 18d. A loin veal 8d. A quarter mutton 10d. 4 mallards 16d. Flour 8d. Butter 14d. Spices 5s. Herbs 4d. Lard for fritters 8d. Oranges 3d. Cups 5d. Trenchers 1½d. Cream 8d. Half a hundred eggs 10d. Bacon for colllops 12d. Boathire 14d. Cook's wages 2s. 4d. Washing 12d. Salt and sauce 8d. 47s. 5½d.

47. Wednesday the ninth day of February

Item bread, Ale and beer. 4s. 3d. Item a sirloin 20d. And a half beef 10d. A rump beef 8d. 8 marrowbones 16d. 3 loins mutton 2s. 3 breasts veal 2s. A neck mutton 4d. 4 mallards 16d. 2 capons 4s. 3 hens 2s. 6d. A pheasant 2s. 4 partridges 2s. 8d. 10 cocks 3s. 4d. 8 teals 20d. 12 snipes 2s. 6d. A lamb 2s. 2 herons 3s. Sewet 4d. 3 doz. larks 18d. Spices 5s. Butter 14d. Flour 8d. Herbs 4d. Onions 4d. Salt and sauce 8d. Cream 8d. Apples 16d. Wardens 8d. Boathire 14d. Trenchers 1½d. Cups 5d. Cook's wages 2s. 4d. 50s. 6½d. Sum 106s. 6d.

48. Thursday the tenth day of February.

Item for bread 18d. Item Ale 2s. Beer 9d. 4s. 3d. Item a sirloin beef 22d. Pottage flesh 8d. 8 marrowbones 16d. 3 loins mutton 2s. A pint beef to roast 2s. 3 capons 6s. 2 hens 20d. A neck mutton 4d. 12 chickens 18d.

Bacon 16d. A pheasant 2s. 4 partridges 2s. 8d. 12 pigeons 10d. 10 cocks 3s. 4d. 12 snipes 2s. 6d. 3 doz. larks 18d. Flour 8d. Spices 5s. Butter 14d. Herbs 4d. Onions 3d. Salt and sauce 8d. Apples 18d. Cream 8d. Boathire 14d. Cook's wages 2s. 4d. Wardens 6d. Trenchers 1½d. Cups 5d. 46s. 3½d.

49. Monday the 14th day of February.

Item for bread 18d. Item Ale 2s. Beer 7d. 4s. 1d. Item a sirloin and a half beef 2s. 4d. A double rump beef 8d. 8 marrowbones 16d. 2 loins mutton 14d. A neck mutton 4d. 4 breasts veal 2s. 6d. A lamb 2s. A leg veal 7d. 3 capons 6s. 2 hens 20d. Chickens 18d. Bacon 16d. 10 cocks 3s. 4d. A pheasant 2s. 5 partridges 3s. 4d. 6 teals 15d. 8 snipes 20d. 3 doz. larks 18d. Cream 8d. Butter 12d. Spices 5s. Flour 8d. Herbs 4d. Onions 3d. Salt and sauce 8d. Oranges 3d. Apples and wardens 22d. White wine 10d. Rushes 16d. Cook's wages 2s. 4d. Boathire 14d. Trenchers 1½d. Cups 5d. 51s. 4½d. Sum 106s.

50. Tuesday, 15th February.

Item for bread 18d. Item Ale 2s. Beer 9d. 4s. 3d. Item a sirloin of beef 22d. Pottage flesh 8d. 8 marrowbones 16d. 2 loins mutton 14d. A neck mutton 4d. A point beef to roast 2s. A kid 4s. 8d. 3 capons 6s. 2 hens 20d. A leg veal 7d. A pheasant 2s. 4 partridges 2s. 8d. 10 cocks 3s. 4d. 3 doz. larks 18d. A hundred eggs 20d. Flour 8d. Apples for fritters 6d. Butter 14d. Spices 5s. Oranges 4d. Onions 3d. Salt and sauce 10d. Apples 16d. Wardens 6d. White wine 4d. Boathire 14d. Cook's wages 2s. 4d. Bacon for colllops 12d. Trenchers 2d. Cups 5d. 47s. 5d.

51. Wednesday, 16th February.

Item ale 2s. Item beer 3d. Bread 18d. 3s. 9d. Item a sirloin beef 22d. Pottage flesh 8d. 8 marrowbones 16d. 2 loins mutton 14d. A neck mutton 4d. A point beef to roast 2s. 8d. A kid 5s. 3 capons 6s. 2 hens 2s. A leg veal 8d. A pheasant 2s. A lb. suet 2d. 4 stockdoves 10d. 7 partridges 4s. 8d. 12 cocks 4s. 10 snipes 2s. 5d. 12 chickens 18d. Eight teals 20d. 3 doz. larks 12d. Bacon 12d. A quarter mutton 8d. Butter 14d. Flour 8d. Spices 5s. Cream 8d. Salt sauce 8d. Onions 2d. Herbs 4d. Trenchers 1½d. Apples 20d. Wardens 6d. Boathire 14d. Cook's wages 2s. 4d. Cups 5d. 56s. 5½d. Sum 111s. 10½d.

52. Thursday the 17th day of February.

Item for bread 18d. Item for Ale 2s. Beer 9d. 4s. 3d. Item a sirloin beef 2s. 8d. Pottage flesh 8d. 10 marrowbones 20d. 4 breasts veal 2s. 3 loins mutton 2s. A neck mutton 8d. 2 hindquarters mutton 22d. 3 capons 6s. 2 hens 20d. 3 hens to bake 2s. A lamb and a half 3s. 6 partridges 4s. A pheasant 2s. 12 cocks 4s. 12 plovers 2s. 10 teals 20d. 3 doz. larks 18d. Cream 8d. Spices 4s. Butter 12d. Salt sauce 8d. Herbs 1d. Onions 2d. Flour 8d. Trenchers 2d. Cups 5d. Apples 20d. Wardens 6d. Bacon 12d. Cook's wages 2s. 4d. Boathire 13d. Half hundred eggs 10d. 54s. 3d.

53. Friday, the 18th day of February.

Item for bread 18d. Item ale 2s. Beer 6d. 4s. Item a ling and a half 20d. A cod 20d. Lampreys for stew 12d. Lampreys to roast 12d. Eels to roast and to bloat 2s. 4d. 3 pikes 6s. 8d. Pippins 12d. A salmon 8s. 4 haddocks 2s. 4d. A quarteron whiting 20d. 2 gurnards 3s. A conger 6s. 8d. A turbot 5s. Spices 4s. Butter 12d. Flour 8d. Herbs 4d. Oranges 3d. Oil 6d. Salt sauce 8d. Apples 20d. Trenchers 1½d. Cups 5d. Cook's wages 2s. 4d. Boathire 13d. 55s. 0½d. Sum 117s. 6½d.

54. Saturday, the 19th day of February.

Item for bread 18d. Item Ale 2s. Beer 3d. 3s. 9d. Item a ling and a half 16d. A cod 16d. Lampreys for stew and to roast 16d. Eels to roast 20d. 3 pikes 6s. 8d. A salmon 6s. 4 haddocks 2s. 3 gurnards 3s. Whiting 10d. A turbot 4s. Spices 3s. Butter 12d. Flour 8d. Cream 8d. Herbs 2d. Oranges 3d. Salt sauce 8d. Apples 12d. Trenchers 1½d. Cups 5d. Cook's wages 2s. 4d. Boathire 13d. Washing 12d. 40s. 6½d.

Books of The Day

WOMEN AND WAR

FEW MEN can boast the command of the English language or the literary grace that most of the male critics of this man-made world have willingly conceded to be the rich endowment of Mrs. Virginia Woolf. So perhaps it is a little unkind of Mrs. Virginia Woolf to employ all her literary talent and ironic wit in showing up the deficiencies and eccentricities of this same man-made world. Nonetheless even the mere male must forgive this devastating attack on his entrenched position, if he contemplates it without prejudice, for there is no denying the skill with which it is conducted. Her "Three Guineas" (Hogarth Press, illustrated, 7s. 6d.) reveals Mrs. Woolf as a most entertainingly satirical Peace pamphleteer. She had been asked, it appears, for three subscriptions: one for a society for the promotion of Peace, another for a women's college and the third for a fund for assisting the employment of professional women. All three causes being in her opinion closely connected she uses them all for a general argument based on what she holds to be the disadvantages of women in a world that is made by men primarily for men.

For centuries, she argues, man has enjoyed a position of power and privilege at the expense of women who have been called upon to make sacrifices for the stronger sex. True, women have in later years gained a little influence and managed to work themselves into various professions. But even to-day what does that influence amount to as compared with the wealth, power and place that are man's age-long prerogative? And from this point Mrs. Woolf passes on to view this world of man with the ironic eyes of the intellectual woman—a world, as she sees it, both impressive and comically ornate: those ceremonial clothes donned by the holders of office are a special target for her shafts of wit. Ought women, she asks, to endeavour to link themselves to this curious, ornate world of hierarchies and guilds, special loyalties and special uniforms? No, emphatically no, is her reply. If they are to make their sure contribution to peace they must form their own Society of Outsiders, working in private and in secret and challenging men's loyalties by indifference.

"For," the outsider will say, "in fact, as a woman, I have no country. As a woman I want no country. As a woman my country is the whole world." And if, when reason has said its say, still some obstinate emotion remains, some love of England dropped into a child's ears by the cawing of rooks in an elm tree, by the splash of waves on a beach, or by English voices murmuring nursery rhymes, this drop of pure, if irrational, emotion she will make serve her to give to England first what she desires of peace and freedom for the whole world.

The small boy struts and trumpets outside the window: implore him to stop; he goes on; say nothing: he stops. That the daughters of educated men then should give their brothers neither the white feather of cowardice nor the red feather of courage, but no feather at all; that they should shut the bright eyes that rain influence, or let those eyes look elsewhere when war is discussed—that is the duty to which

outsiders will train themselves in peace before the threat of death inevitably makes reason powerless.

"To fight," says Mrs. Woolf, "has always been the man's habit, not the woman's." "Obviously" for man "there is some glory, some necessity, some satisfaction in fighting which we have never felt or enjoyed." As fighting is a "sex characteristic which she (woman) cannot share, so it is an instinct which she cannot judge." In these sentences, some may think, Mrs. Woolf betrays the weakness of her argument. Is she wholly correct in denying the instinct of pugnacity to her sex? Has she not herself shown that she can fight—with buttons off her foils? And if fighting is an instinct about which no woman is qualified to judge, what practical purpose can woman's peace propagandising serve?

SPELL OF THE SOUTH SEAS

Many have come under the spell of the South Seas, but none perhaps more thoroughly than Mr. Cecil Lewis, more prepared than most visitors to Tahiti to find it the most delectable spot on earth. Had he not suffered disillusionment about the civilisation he had left when setting forth on his voyage of discovery; had he not soaked himself in the romantic history of this South Sea Island; was he not young and ardent, sensitive to beauty, with more than a little of the poet's power of vision? Could Tahiti welcome anyone more likely to fall hopelessly in love with it and its inhabitants? In his joyous contact with this "other Eden, demi-Paradise" Mr. Lewis, however, felt himself impelled to note the presence of the serpent—the civilisation that had crept in to corrupt the old innocence that reigned (so Mr. Lewis' fancy paints the picture) before Wallis, Bougainville and Cook presented themselves to the islanders. It is this contrast between an idyllic past and the unfortunate influences of western civilisation that moves Mr. Lewis to his trumpet challenge ("The Trumpet Is Mine," Peter Davies, 8s. 6d.). But it is not these clarion calls on his trumpet that will interest the average reader, who will probably be provoked by them to much the same comment that Mr. Lewis puts into the mouth of his own father:

Throughout the book you compare Western and Tahitian civilisation to our disadvantage. You attack our religion, customs, morals, habits. Many of them, I know, are open to criticism. But you say yourself you couldn't live that life. Quite right. Where would you be without your books and music? What is Tahiti, after all? A place to which you went and had a marvellous holiday with lots of sunshine, bathing, wine, women and song! Of course you liked it—anyone would—for a time. But you surely can't make any serious comparison on that account.

Far more impressive is his artist's and poet's faculty "to impale the beauty" of the island scene and the frank and simple charm with which he records his experiences.

A MAN OF MYSTERY

The late William Le Queux was the creator and in his day the chief exponent of the spy story. He was also what he liked to be thought "a man of mystery." His readers, fascinated by his thrilling tales of spy adventures, were apt to believe that he

derived some of the plots and incidents of his tales from his own adventures in the field of Secret Service work. They were not wholly wrong in this belief, for, as Mr. N. St. Barbe Sladen shows in his official biography of William Le Queux ("The Real Le Queux," Nicholson & Watson, illustrated, 12s. 6d.), this ex-journalist novelist, through his wide acquaintance with many distinguished persons on the Continent and his intimate knowledge of many European countries, was able to perform much useful Secret Service work for his country before, during and after the war. Moreover, he paid the expenses of this work out of his own pocket. Mr. Sladen also tells us of his encounters with notorious criminals such as Crippen and Landru. Nor does he forget to remind us how Le Queux ably supported Lord Roberts' pre-war campaign of warning to the British public by the writing of his book "The Invasion of 1910" at Lord Roberts' suggestion. This book went through several editions and was translated into no less than twenty-seven languages, with total sales amounting to about a million copies. According to Mr. Sladen it was Le Queux who induced the Countess of Cardigan to write her racy reminiscences, thus having some claims to be regarded as the originator of the modern lively type of personal "Memoirs."

THE LEPCHAS OF SIKKIM

Mr. John Morris, by dint of a large number of particularly fine photographs and a gift for lively and instructive description, has given us a very clear and interesting picture of life in a remote and isolated corner of the Himalayas ("Living With Lepchas," Heinemann, illustrated, 15s.). The Lepchas would appear to be a pleasantly agreeable race free from most of the minor vices of humanity. Still the fact remains that they are a fast dwindling people. How is this to be accounted for? Is their softness of character and easy-going way of life responsible for their gradual depopulation or is the cause to be found in their matrimonial system—the custom of adelphic polyandry? Mr. Morris discusses the question with considerable detail as to the Lepchas' sexual relationships. He has also much to tell us of the Lepchas' religious rites and ceremonies.

A FAMOUS FRENCH AUTHORESS

The seventeenth century in France was an age of magnificence and splendour, with the Grand Monarque to spread his radiance over those around him whether princes, statesmen, soldiers and brilliant men and women of repute in the worlds of Letters and the *salon*. Among the French celebrities of this century has to be numbered that famous writer of many-volumed romances of love and adventure, Mlle. de Scudéry, whose works were translated into most European languages and were received with rapture in England by, among others, Mrs. Pepys, Dorothy Osborne and even Dryden. To-day's taste may find it more than a little difficult to understand the lure of these long-winded romances for all their much-lauded elegancies of diction, while the perpetration in Mlle. Scudéry's "Clélie" of a sentimental "Map of the Tender

THE  TIMES

LITERARY SUPPLEMENT

*The Weekly Newspaper
of the World of Books*

TO serve the changing needs of the modern reader, *The Times Literary Supplement* has recently been redesigned, with "signposted" reviews for the reader's convenience, and widened in scope to include more topics, more illustrations, and more special articles. Everyone who recognizes the close relationship between literature and life to-day, and who feels it necessary to keep in touch with new trends and developments, will appreciate the vigorous criticism and informative comment in *The Times Literary Supplement* each week. The contents of the paper now include the following features:

QUESTIONS OF THE DAY

Week by week the editorial opinion on topics of outstanding importance is given in brief and pointed leading articles.

"SIGNPOSTED" REVIEWS

For swift and easy reference the reviews are now classified under headings—such as Travel, Fiction, Religion and Philosophy, Children's Books—so that the reader can turn immediately to whatever category interests him most.

LIST OF RECOMMENDATIONS

To assist the reader in compiling a library list a carefully considered selection of books made on the recommendation of the reviewers is given each week in tabulated form.

SPECIAL ARTICLES

Signed articles written by eminent authors are to be commissioned on centenary and other chosen occasions.

NEWS

Under the heading NEWS AND NOTES the reader will find a series of paragraphs concerning developments in the world of authors and publishers, activities of literary societies, and other relevant topics.

ILLUSTRATIONS

The new form of the *Literary Supplement* makes it possible to include more and larger illustrations than hitherto. The quality of reproduction renders these especially pleasing to the eye, while the subjects are chosen for their informative value as well as their decorative qualities.

Every Friday

THREEPENCE

Passion" has been enough to call down upon this, with "Le Grand Cyrus", the best known of her books, the scorn of latter-day critics. At the same time it would be idle to deny that in her long life of ninety-three years Mlle. Scudéry played a by no means unimportant part in the literary and social scene of the seventeenth century. Professor Saintsbury was inclined to place her among the pioneers of the modern novel and to trace her influence upon Richardson and his school. In her own day she enjoyed a position of considerable prestige, being hailed as the "Muse of the Marais" and the "Modern Sappho." And as there were few great happenings in the seventeenth century that did not touch her directly or indirectly, it was high time that the omission of the biographers to record her very interesting life was repaired. Miss Dorothy McDougall has now stepped in, after much praiseworthy research, to reconstruct her life and times for us and to give us an admirable portrait of the woman herself. ("Madeleine de Scudéry: Her Romantic Life and Death," Methuen, with eight plates, 12s. 6d.). She shows her to have been something more than the mere sentimental blue-stocking that she has sometimes been depicted: a self-denying sister and a loyal, generous friend. Altogether, an eminently readable, fascinating book.

SAGA OF THE "JEANETTE"

It is nearly sixty years ago that the good ship *Jeanette*, under the command of Lieut.-Com. G. W. De Long of the American Navy, set forth on its journey of Polar exploration *via* the Bering Strait. It was to be a disastrous expedition, involving terrible suffering for all who took part in it and death from drowning or starvation for two-thirds of the whole ship's complement. De Long's plan of reaching the Pole depended on the three then generally accepted theories, that there was a warm current flowing north to the Pole, that Wrangel Island stretched a long way towards the Pole and that there was a strong and distinct drift of ice northwards of Wrangel Island. The first two theories were soon proved to be false, and the *Jeanette* was caught in the ice and carried northwest of Wrangel Island to be finally broken up some 500 miles north of the Lena Delta in Siberia. The losses by drowning and starvation were caused during the efforts of the crew to reach Siberia. De Long himself perished, and of the few to get back home was G. W. Melville, the *Jeanette*'s chief engineer, who subsequently rose to be Engineer-in-Chief of the American Navy.

Commander Edward Ellsberg, having made a close study of all the diaries and narratives of members of this ill-fated expedition and of the evidence brought before the Naval and Congressional inquiries into the disaster, has used the material he has so zealously collected for a dramatically vivid, epic story in fictional form. He has selected Melville as the unfolder of his tale, and the employment of this device has enabled him to give a stirring realism to this Polar Saga of heroism, endurance and terrible hardships. The story is fittingly entitled "Hell On Ice" (Heinemann, 12s. 6d.). The American edition had an immediate

and tremendous success, and there should be little doubt that the English edition will meet with a similarly enthusiastic reception.

AIR RECORD MAKERS

At the age of twenty-eight, Miss Jean Batten has more long distance solo air records to her credit than any other pilot. She has shown always meticulous care in the preparation of her flights and a high courage and wonderful resourcefulness in facing all the dangers she has encountered in the course of her extensive air wanderings. Her successful pioneer flight from England to New Zealand will always be numbered amongst her greatest triumphs, and it was typical of her, before crossing the notorious Tasman Sea, to have addressed this earnest message to all seeing her off on this last and most dangerous stage of her long air journey: "If I go down in the sea no one must fly out to look for me. I have chosen to make this flight, and I am confident I can make it, but I have no wish to imperil the lives of others or cause trouble and expense to my country." Miss Batten has now written the story of her adventurous life ("My Life," with 31 illustrations, and with a foreword by the Marquess of Londonderry, Harrap, 8s. 6d.). Though she writes of her achievements and adventures with the greatest modesty, the story she has to tell is, of necessity, of surpassing interest to all, whether air-minded or not, who realise the pluck, endurance and skill that have been required to win Miss Batten her place amongst the foremost of the world's women aviators.

The sensational flight of three Soviet airmen from Moscow to the United States over the North Pole evoked the admiration and applause of the whole world. The story of this flight is told by one of the three participants, George Baidukov, in a brief, homely and humorous narrative ("Over the North Pole," with foreword by Vihjalmur Stefansson, Harrap, illustrated, 5s.). The book sets out all the dangers, difficulties and anxieties of this remarkable flight, the planning that was needed and all that happened during the progress of the aeroplane to its ultimate landing on American soil. Incidentally, Baidukov also paints us interesting portraits of his companions.

NEW NOVELS

The Scottish Jameses have already provided inspiration of recent months to two novelists. Yet a third of them, James I, is now the hero of a very fine historical novel, written by an Englishman, Mr. Evan John. The title is "Crippled Splendour" (Nicholson & Watson, 8s. 6d.). Mr. John knows his history and has kept very faithfully to it, but he has allowed his imagination full scope in giving that history the breath of life. The thirty year pageant he conjures up for his readers is as if the centuries had rolled back and we were gazing on the real scenes, with that noble, gentle artist-King, released from prison, striving to bring order back to his distracted kingdom before cruel Fate once more intervenes, as its central romantic figure. It is a remarkably ambitious and impressive piece of work that places Mr. John right in the forefront of the historical novelists of the day.

Mrs. Kate Mary Bruce displays a decided gift for clever and ironical portraiture and for amusing dialogue in her story "Men Are So Helpless" (Chapman & Hall). It is the story in the main of two women, one of whom vainly endeavours to cure her friend of her unfortunate tendency, with the seeming best intentions, to ruin the lives of all the males she appears to cherish—her old father, then the two men she married, and finally her son. It is an excellent tale, all the more attractive for its delicious irony.

Mr. Basil Creighton has a quietly restrained distinctive style that gives a special quality to his story "The Blackbird" (John Lane the Bodley Head). Here, too, is a woman who seems incapable of making the best of the man she marries. But in the end some sort of spiritual transformation is effected in her through her hearing one early morning the liquid notes of the blackbird calling to his mate.

Among the writers of detective fiction Mr. Richard Keverne is one of the most prolific and ingenious creators of crime mystery puzzles. In his latest collection of short stories "More Crook Stuff" (Constable) there is just that element of pleasing variety that ensures the carrying on of the reader from one story to the next. And at the end he will come across a highly original and diverting tale of amateur sleuthing as it might have been performed in the reign of George III. Perhaps we shall meet this eighteenth century Sherlock, Sir Christopher Hazard, again in some longer tale. His re-appearance will certainly be welcome.

PUBLISHERS' PLANS

In connection with the Fourth Centenary of the setting up of the Bible in the English Churches the Oxford University Press are bringing out special Commemoration editions in various types and bindings at prices ranging from 2s. 6d. to 21s.

To celebrate the same Fourth Centenary, Blackie & Son are issuing "The Work of William Tindale" by the Rev. S. L. Greenslade, Fellow and Tutor in Theology of St. John's College, Oxford. This will include a brief biographical sketch and selections from the Reformer's works.

The Golden Cockerell Press propose publishing in the near future "A Lover's Progress," an anthology of seventeenth century lyrics, by Mrs. Nancy Quennell. It will be a limited edition.

The Quality Press' forthcoming publications include "Transport and Sport in the Great War Period," by Captain A. O. Temple Clarke.

A book of interest to orientalists, to those concerned with the study of religions and to others will be Mr. R. P. Masani's study of Zoroastrianism, coming from George Allen & Unwin Ltd., on June 14th. The same firm will also publish on the same date a third volume in Dr. W. K. Jordan's series of studies of the development of religious toleration in England. The first volume covered the period from the beginning of the English Reformation to the death of Queen Elizabeth, and the second from the accession of James I to the Convention of the Long Parliament. The new book carries the survey down to the Restoration. This period, 1640-1660, the author considers the most critical in modern English history, and he shows by careful analysis how the foundations of religious liberty were firmly laid down in this country.

Eden Phillpotts has a new novel, "Portrait Of A Scoundrel," coming from John Murray on June 21st.

James Graham, Marquis of Montrose, diverted his mind with writing poetry. Most of this has vanished, but what remains, is of great interest, and has now been collected by J. L. Weir, and, with his introduction and notes, will be published by John Murray on June 17th. Lord Tweedsmuir also contributes a preface in which he says: "Montrose was a great man and, as in the case of Sir Walter Raleigh, every authentic piece from his pen has a romantic value for us quite apart from its poetic merits."

"Rhyme Unreasoned" is the title of a collection of light verse, written with much grace and distinction by Richard Seymour, which John Murray will also publish on June 17th.

Arthur Barker is publishing on June 17th, "In Praise of Ulster," by Mr. Richard Hayward. The illustrations are by Mr. Humbert Craig, R.H.A.

OTHER NEW BOOKS

"The American Constitution," by Sir Maurice Amos (Longmans, 7s. 6d.).

"I Look Back Seventy Years," by E. H. Lacon Watson (Eyre & Spottiswoode, 10s. 6d.).

"The Spell of South Africa," by Napier Devitt (Witherby, 8s. 6d.).

A new murder book by **WARNER ALLEN**

Times Literary Supplement: "The name of the author will at once tell the reader what to expect—in short, a book full of wit, rich in incidents and ingenious in design.

"Mr. Warner Allen has chosen for his background the home and political life of Roger d'Arblay, bitter opponent of the French premier, Allard. Public and private intrigues lead to a series of tragedies.

"A brilliant chapter on the trial of Madame d'Arblay for the murder of Allard deserves special mention as a model for those who should ever attempt the dangerous feat of balancing on a rope stretched between accurate observation and planned exaggeration, without falling into the net of caricature."

7/6 net

"DEATH FUNGUS"

Constable

Round the Empire

AUSTRALIAN DEFENCE

THE LATEST Australian papers to hand contain details of the Commonwealth Government's plans for supplementing and strengthening their defence programme. Important features of these plans include: An immediate visit to Australia by the Inspector-General of the Royal Air Force to advise the Commonwealth on Australian aerial defence; the provision of a fund of £1,000,000 toward the cost of organising civil industry for national defence; the appointment of an Inspector-General of Defence Works and Supplies and Parliament to authorise a loan expenditure of £10,000,000 for defence. The Ministry regarded the defence situation as being of such urgency that it had decided to place orders for equipment aggregating £5,250,000 before June 30.

Some criticism of the Government's intention to appoint a British officer to the post of Inspector-General of Defence was made in a section of the Australian Press, the *Sydney Bulletin*, for example, remarking that if the Prime Minister and Minister of Defence had read the official history of the A.I.F. campaign and had profited by their reading "they would know that there are in Australia at this moment men who are in every way competent for the post which has been vacant since Chauvel laid it down, and any one of whom would be more likely to make a success of it than any officer the Government is likely to get for two years from Britain." Other papers were inclined to believe that the British Officer's appointment would be for a brief period and would be followed by the appointment of an Australian.

In his announcement of Government's plans to the Commonwealth Parliament, Mr. Lyons revealed that the new £43,000,000 defence programme will result in an increase in the annual defence maintenance vote from £6,000,000 to £10,000,000. After outlining the plans for the expansion of the naval squadron, Mr. Lyons announced that other naval votes would include the establishment of an anti-submarine school at Sydney. In addition to providing the new oil stores already arranged for at strategic points, the Government had decided to lay down large ammunition dumps at suitable places. Equipment was on order, and personnel was being trained for a chain of strategic naval wireless stations, which will be in operation next year.

Mr. Lyons went on:—"Modern fixed coast defence armament and equipment are being installed at Brisbane, Newcastle, Sydney, Port Kembla and Fremantle. The defences at Port Phillip, Adelaide, Hobart, and Darwin are being improved, and an increase of about 500 men of all ranks is being made in the permanent forces controlling these defences. Anti-aircraft guns are now being manufactured at the Government

Ordnance factory, and extensive additions are being built to provide for the production of heavier guns of the latest pattern. In connection with the extension of the anti-aircraft defences, the permanent forces will be increased by approximately 370 men, and additional militia units will be raised in each of the main ports to complete the manning of this armament. The Government is continuing the annual increase of £225,000, which was provided to bring the militia forces up to the strength of 35,000, and to improve the conditions and standard of training generally, and is increasing the training vote still further to provide for the extension of the annual training from 12 to 18 days.

"The scheme of Australian defence," Mr. Lyons said, "is related to a wider pattern of Empire defence, and its fundamental basis is Empire sea power and the Singapore Naval Base. Nevertheless it is complementary to this conception of Empire collective security that we should do all we can to defend ourselves. The new programme is claimed to be a substantial step toward this end. It will provide for the cruisers necessary for trade defence in our local waters. It will greatly strengthen the land, sea, and air defences of the main ports and centres of population. It will strengthen the equipment and munitions reserves of the field army, and will increase the permanent personnel and the general standard of efficiency."

STATE BORROWINGS

After strenuous attempts by the Australian State Premiers to prevent a serious reduction of loan money for works programmes this year the Commonwealth Loan Council decided to launch almost immediately an internal loan of £10,250,000. Of that amount £4,000,000 will be for defence and £6,250,000 will be used for public works and other purposes.

These decisions, the *Australasian* considers, represent a tactical victory for the States. The borrowing programme of the Governments for 1938-39 has been reduced by £2,000,000 to £14,000,000, of which £2,000,000 will go to the States for farmers' debt relief. Semi-Governmental borrowing of £10,440,000 has also been approved. The £6,250,000 for purposes other than defence was allocated as follows:—

Commonwealth	...	...	...	£2,000,000*
New South Wales	...	...	...	2,378,000
Victoria	...	...	...	813,000
Queensland	...	...	...	707,000
South Australia	...	...	...	446,000
Western Australia	...	...	...	517,000
Tasmania	...	...	...	250,000

After a discussion of the allocation of the £14,000,000 (exclusive of defence) to be borrowed next financial year, it was agreed that the £14,000,000 should be allocated as follows:—

Commonwealth	...	...	...	£2,000,000*
New South Wales	...	...	...	4,200,000

(*To be allocated to States for farmers' debt relief.)

Victoria	...	...	2,005,000
Queensland	...	...	2,140,000
South Australia	...	...	1,245,000
Western Australia	...	...	1,670,000
Tasmania	...	...	740,000

It is expected that the Commonwealth in the next financial year will propose to reduce the amount available for farmers' debt adjustment by half to about £1,250,000.

CANADA BY AIR

Touring Canada by air is a form of holiday which is now attracting the attention of authorities responsible for making the lot of the visitor easy and pleasant. It is believed that from the United States alone large numbers of certificated pilots will, in due course, navigate their machines over pre-arranged routes. In a note on the subject *Canadian Aviation* observes: "There are currently active in the United States, 18,270 pilot certificates of competency, in addition to the 30,860 student pilot certificates, and there are 9,460 certificated aircraft. Of the latter, there are probably comparatively few to-day which we would not be glad to see in Canada if their owners or operators could be persuaded to visit this country. Yet, with the exception of the three or four regular international air line schedules, the amount of air traffic to and fro across the border can only be termed negligible."

It goes on to suggest that the authorities were wise in not presenting the question of air touring before there were adequate facilities to handle it, but says that adequate facilities now exist and that a catalogue of attractions would open up a new factor in Canadian travel, since many places could be recommended to the air tourist which were definitely too far off the beaten track for motor cars. Just as an example, a visit to some such mining camp as Noranda would be merely a day's jaunt.

WHEN USING CANNED SALMON

Here is a hint to British housewives issued by the Canadian Department of Fisheries. In referring to the quality of Canadian canned salmon and stressing the absence of artificial colouring and any other extraneous additions apart from a dash of salt, the Department observes: "When using canned salmon don't throw away the oil in the can. Use it with the fish. Its vitamin content makes it valuable to the human body. Nor should the little pieces of bone that may be mixed in with the salmon be thrown away. Instead, crush them up and leave them with the fish. Why? Because of their mineral content. It is easy to crush them, of course, for they have already been made soft by the cooking process which takes place during salmon canning."

WOMAN'S BIGGEST FISH

The largest fish ever caught by a woman weighed 761½ lbs. This record is claimed by Canada, which seems to hold a very large number of sporting records of all kinds. She got her catch last

summer in Nova Scotian waters, the fish which was rash enough to try conclusions with a woman being a tuna. To vindicate the superiority of the mere male, however, a man has contrived to land a tuna weighing 956 lbs., but as fishing for tuna off the Nova Scotian coast is becoming more popular each year, there is no knowing how long the record will remain in male hands. The tuna is not merely a sporting fish: it has a commercial value as well, and large quantities are marketed fresh for consumption in the United States of America every year. Considerable quantities, too, are canned for Canadian and United States markets.

CANADIAN WINE

The versatility of Canadian industrialists is apparently immeasurable. It is not generally known, for example, that Canada has a useful wine industry—when the weather is normal. It has an output value of £554,000 a year. In 1935 2,500,000 gallons were placed in vats for maturing, and a rather less quantity in 1936. The capital employed in the industry runs to some £1,500,000. The cost of materials used during the year is £260,000. Of the 48 wine factories operating, 40 are situated in Ontario.

SOUTHERN RHODESIAN DEFENCE

An Anti-Aircraft Defence Association has been formed in Salisbury, Southern Rhodesia, by men of over 45 who are anxious to organise the trained voluntary personnel to man the guns and equipment that will give Salisbury a chance of hitting back at aircraft attacking the city. No difficulty is anticipated in obtaining the 250 men required including a fair number of ex-naval and artillery officers and other ranks who, with a short "refresher" course will be able to train and command two batteries of four guns each. Guns of the semi-automatic 4-inch type now being displaced in this country by the new 3.75 would, it is considered, be suitable for the purpose.

It is not supposed by the Association that Salisbury, though containing a military aerodrome, would be considered an important strategical or tactical objective. From a psychological point of view, however, and particularly in regard to its effect upon the native population, the effect of a few gas bombs on the native quarter, dropped without any efforts towards defence, might be disastrous.

KEEPING FOREIGNERS OUT

The effect of involuntary emigration from Europe, and legislation to control the inflow of aliens put in operation in various parts of the Empire, is dealt with in a recently published report by the Commissioner of Police in Southern Rhodesia. Numerous letters have been received by the Rhodesian Immigration Authorities from aliens who seem under the impression that the possession of a fixed sum of money, usually about £50, will ensure them, in advance, permission to

settle in the Colony. There is evidence on every hand, says the Commissioner, that any relaxation in the degree of compliance with existing regulations would lead to an immediate influx of foreign nationals out of all proportion to the rate of British immigration.

The ratio of British (including naturalised British) to Alien immigration over the past six years was as follows :—

1932	...	...	24 to 1
1933	...	...	12 to 1
1934	...	...	15 to 1
1935	...	...	12 to 1
1936	...	...	9 to 1
1937	...	...	9 to 1

There were 26 prosecutions for contraventions of the Immigrants Regulation Ordinance during 1937 as compared with 17 in 1936. Temporary permits issued in 1937 numbered 663 as against 546 in 1936. During 1937, 1,195 persons entered the country by air.

EDUCATING AFRICAN LEADERS

Sir Philip Mitchell, Governor of Uganda, who was largely responsible for the despatch to East Africa of Earl De La Warr's Commission on Higher Education, expounded his views on the subject of education for the African in an address he delivered to the Higher College Conference that had met in Kampala to consider the carrying out of the Warr Commission's recommendations. In the course of his address Sir Philip said :—

" I should regard with horror, as a crime against the peoples of these countries, the partial education of great numbers in the schools, to say nothing of that other continuous education by the innumerable contacts with our more advanced and complex society in commerce, in agriculture, industry, the public services, and in many other ways, unless at the same time we were making every effort to provide for them, in their own environment, a means whereby there may be produced the leaders and guides of their own race whom they will so greatly need if they are not to be at the mercy of forces and influences—some perhaps intentionally subversive—from which it is beyond our power to insulate them. It is, I believe, particularly true of the people of these countries during the process of their introduction into the modern world that a little knowledge is a dangerous thing. Even if we wished to do so, which we do not, we have no power to prevent great numbers from acquiring a little knowledge; but we have the power to make available for the few that greater and wider learning and culture in which alone are security and wisdom. Our need for professional staff, both men and women, is great and urgent. We are pressed on all sides by problems of human and animal health and nutrition, of the maintenance of the fertility of the soil and its proper cultivation, the preservation of forests and water supplies, to the extension of communications and many others. We can do little more than sketch our designs on small scattered patches of this vast canvas until we can avail ourselves of

fully educated and trained African men and women in sufficient numbers. There is no remote possibility of one college such as we have it in mind to establish being able to meet all our demands for very many years, let alone to glut the market, but at least it will be a beginning. . . .

" The public purse in Uganda is filled by the taxes of the African people of Uganda, not because the other communities do not very willingly meet their obligations to the State, but because they are numerically so few that it is no exaggeration to describe the revenue of this Protectorate as coming from the African people of it, who in any case are its primary producers, and they at least have, I am confident, no doubt about the propriety of expending substantial sums upon the foundation of a Higher College. This expenditure is for development—the development of the greatest and most important resources that these territories possess—their people. It is surely a truth beyond question that, as the Swahili saying has it, *Mali ya nchi ni watu*—' The wealth of a country is its people.' If we are to develop that wealth to the full, it can only be by the widest possible development of education. You may say that this begs the question ' What is education ? ' There is in modern times an inclination to suggest that education must be different for Africans because they are Africans: to speak of producing ' not a bad European but a good African ' and so on. In the technique of teaching, of course, you must adapt methods to circumstances; it would be silly, to put it at its simplest, to teach tropical Africans ice skating ! But there is only one civilisation and one culture to which we are fitted to lead the people of these countries—our own: we know no other, and we cannot dissect the one we know and pick out this piece or that as being good or bad for Africans. There is good and bad in everything, and men must choose for themselves: it is the business of education to help them to that choice. . . .

" We British are a Christian people, ourselves the products of the Christian schools and colleges of our Native land, and the only civilisation and culture we know is Christian. If we design to found a college we mean by that a Christian college—not in any exclusive sense, for its doors will be open to all—in the sense that the great liberal seats of learning in our own country are Christian. Our task, indeed, if we have any faith in our civilisation and in ourselves, is boldly to lead the African peoples forward along the road we are ourselves following, confident that if we do that we shall have discharged our duty as guardians for them, and shall have set them upon courses which, as they march onwards in the generations to come, will bring them ever closer to us and to the things in which we believe. That we can only do by establishing here a centre of learning and culture enjoying the security, the liberty of thought and teaching which are essential, and, indeed, implicit in the word university. That and no less is our aim; it will be a long and arduous task to attain it. But we shall certainly not achieve our purpose—or anything else of value for that matter—if we hold back timidly for fear that we may make mis-

takes, or for doubts if we are acting rightly. Of course we shall make mistakes, but we shall, God willing, make also much that is right and good and lasting, and rediscover perhaps in the process some of the firmness of purpose and the vigour to carrying it out which animated and inspired the men and women to whom we owe it that we are any of us here to-day. It is in that spirit that, in declaring this Conference open, I venture to suggest that you should approach the intricate questions upon which we have sought your advice."

AIR DEVELOPMENTS

Leaving Southampton the other day with passengers, mails and freight for South Africa, the flying-boat *Cambria* set out on its first scheduled flight as a regular unit of the Imperial Airways Empire air-fleet. Last summer the *Cambria*, then equipped with special long-range tanks, was engaged with its companion-craft *Caledonia*, in carrying out a series of test flights under commercial conditions to and fro across the North Atlantic. The two aircraft accomplished between them, with complete success ten ocean crossings on the route between Ireland and Newfoundland. It was during one of these ocean air voyages that the *Cambria* had the distinction of making the fastest west-to-east North Atlantic crossing so far recorded, the flying-boat's actual time from Newfoundland to Ireland being 10 hours 36 minutes. Recently the *Caledonia* went into dock to be fitted out for operation on the scheduled Empire routes, and has been in service for some little time. Now the *Cambria* has joined the marine air-fleet of Imperial Airways on Empire services. And thus two of the world's most famous aircraft enter upon a new phase of activity.

On no other air route in the world has so much history been made as on the great trunk air line connecting England with Australia. When, at the end of 1934, a fresh page in air travel history was turned by the extension of the London-Singapore service to Brisbane, mail and freight only were handled at first on this through-England-Australia route. Early in 1935, however, accommodation for passengers as well as mails was provided; and just recently Qantas Empire Airways (who operate in association with Imperial Airways) have completed with the highest efficiency three years of regular passenger-carrying on their Singapore-Brisbane sections of this great trans-Empire service, having attained an actual mileage total of over 2,000,000. It may be remembered that it was away back in 1919 that Ross and Keith Smith accomplished their magnificent blazing-the-trail England-Australia flight. Then, as another milestone, came Sir Alan Cobham's return flight from England to Australia and back in 1926. In 1931 experimental air-mail services were first operated on the route, and three years later it became possible to establish a regular weekly England-Australia air mail.

This summer will see yet another milestone reached by the extension of the flying-boat service from Singapore to Brisbane and on to Sydney;

and, as soon as this marine air service is fully established, the great "all-up" non-surcharge mail scheme will come into operation right through from England to Australia.

Two of the six flying-boats allocated to Qantas Empire Airways in connection with the extension of the flying-boat route to Australia, the *Coolangatta* and *Cooee*, are now in Australia, and are being used by "Qantas" pilots for advanced training prior to the actual opening, this summer, of the through marine air route between Southampton (England) and Sydney (Australia). The four other Qantas flying-boats are the *Carpentaria*, *Coogee*, *Corio* and *Coorong*.

Air transport progress in Africa is illustrated by a number of items of news received just recently. From Rhodesia, for example, come reports of appreciable air traffic increases, including passengers, mails and freight. In South Africa, new air routes will be coming into operation shortly, these including services linking up with French and Belgian Congo lines; while equipment to facilitate night-flying is, it is reported, being provided at Durban.

Passengers crossing the equator in the big flying-boats of Imperial Airways are, from now onwards, to receive a special "Certificate of Contemporary Travel," recording the fact that they have just made their aerial "Crossing of the Line." Imperial Airways flying-boats operating on the England-South Africa route cross the equator over Lake Victoria, and on the England-Australia route at Lingga Archipelago, south of Singapore. Each "Certificate of Contemporary Travel," as issued after the aerial passage above the equator, will bear the passenger's name, and will be signed by the Commander of the flying-boat.

One of the most striking features of present-day air traffic is the growth in the volume of passengers carried by Empire services in and out of Southampton, and in this connection interesting facts emerge from an analysis of the recent flow of traffic over the Imperial Airways long-distance routes. When a sufficient amount of traffic is examined to provide adequate data, it is found that approximately 40 per cent. of present-day Empire air travellers are business men, while about 35 per cent. of traffic is represented by Government officials and others, notably in the case of officials travelling to and fro along the Empire routes when on their periods of leave. Passengers who are making long-distance air trips for pleasure represent about another 20 per cent. of present traffic; while in roughly 5 per cent. of the cases it is found that passengers are making journeys of a private nature, such as urgent trips to reach the bedsides of relatives gravely ill.

Explorations in New Guinea, with a view to opening up fresh gold-mining areas, are now being preceded by a system of aerial surveying; after which ground parties of prospectors and engineers, as they penetrate through the forests into the interior, receive supplies at their various halting-points from aircraft operating from coastal bases.

Affording more protection during the monsoon period than does Gwadar, a new refuelling base for

Imperial Airways flying-boats operating on Basra-Karachi sections of the England-India route has been chosen at Junri, some 60 miles from Gwadar, where there is a sheltered inlet and a suitable stretch of water for alighting and mooring purposes.

Work is reported to be proceeding actively in the equipment of the chain of new marine air-stations which is being established in Australia to provide the necessary facilities for the operation of the Imperial flying-boats along the sections from Port Darwin to Sydney. After leaving Darwin, *en route* for Sydney, the flying-boats will proceed *via* Groote Eylandt and Karumba to Townsville, which is scheduled as a night halt. On leaving Townsville, bound for Sydney, the aircraft will fly *via* Gladstone and Brisbane.

Latest reports as to the completion of ground organisation along the great trans-Canada air-mail indicate rapid progress with radio installations and other technical equipment, and in the training of wireless engineers and other members of the airway ground-staffs.

Figures show that an increasing number of passengers, when making journeys from New Zealand to England, now prefer a combined form of sea-and-air transport, proceeding by steamer from New Zealand to Durban (South Africa) and then going aboard one of the Imperial Airways' flying-boats for a swift air voyage through to Southampton. Apart from the time saved by air transport, a welcome variety is thus imparted to such a long journey as that from New Zealand to England.

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MACMILLAN

Letters to the Editor

DEMOCRACY AND DISCIPLINE

Sir,—Your leading article of yesterday is excellent, as usual, and the appeal for efficiency, with which it concludes, is wholly admirable.

As you say, we need have no cause for alarm, "if we can demonstrate to the world that British democracy is as efficient as German autocracy."

But can we do so? Of course we can—but only if we are ready to make the necessary sacrifice—there is the rub.

My considerable experience of autocratic governments and a personal observation of the beneficent results obtained by national discipline force me to the conclusion that no single democracy or combination of democracies, however numerous and wealthy, can hope to compete in peace or in war under modern conditions unless a high standard of national efficiency be achieved such as only national service can give.

Such national service entails the sacrifice, by both sexes, of a portion of their youthful years to strict discipline. I pray that our youth may be taught to make the sacrifice, which will incidentally make them better citizens in every way; otherwise our place in the scheme of things will be taken by some race that is educated to regard national military service not as threat to war but as an insurance for peace.

CYRIL ROCKE, Lt.-Colonel (Rtd.).
Palazzo Sermoneta,
Monte Savello, Rome.

WHITSUN MOTORING

Sir,—Motoring Correspondents, A.A. patrols, "courtesy cops," if the hideous phrase must be accepted, are enthusiastic about the improvement in driving shown during the Whitsun holiday. It was my unhappy fate to have to drive a car from Berkshire into London on Whit Monday and, facing a stream of vehicles often travelling four abreast and perpetually cutting in, I found it hard to believe that there had been any great reformation in the courtesy of the road. Somehow I struggled to my destination after hairbreadth escapes from head-on collisions, with two of my wheels most of the time either up a bank or in a ditch.

MOTORIST.

THE GOLF MANIACS

Sir,—Can any of your readers account for the psychology of golf? The players of other games do not as a rule indulge in interminable descriptions of their prowess or failure to uninterested folk. The golfer on the other hand is never so happy as when he descends on someone who knows nothing of the game and inflicts on his victim an account of merciless accuracy full of unintelligible jargon about everything that happened at every hole. Why, when people have played a game of golf, can't they forget about it?

ANTI-GOLF.

Your Investments

MARKET AND INTRINSIC VALUES

WHITSUN would have been a more pleasant holiday for many of us if we had felt that our investments could still command the price paid for them. The holiday usually gives a salutary pause to post-Budget activity in markets, but this year it merely formed a hiatus in a prolonged stretch of inactivity and gave investors the thought "What is wrong with markets?" rather than "What should be a profitable purchase?" There is actually only one fundamental fault in markets, in international trade, and in home trade, and that is entire lack of confidence. If to-morrow saw the end of the threat of War there would rightly be a boom in all directions. It has more than once been pointed out in these columns that the world's credit basis has been expanded enormously by the devaluation of currencies through the 1930-32 era and particularly by the lower gold values for the dollar and sterling. Stabilisation of sterling in terms of gold has now faded into the background, but it would in itself inspire confidence in international trade were such a step within the bounds of practicability. Against the vast powers of inflation which have actually been unleashed have to be ranged the violently deflationary forces of political strife. Since the spring of last year, when the first bout of inflation received a check from threats of a dearer dollar, the forces of deflation have achieved a bloodless victory.

THE TRADE POSITION

Our overseas trade figures to date for this year make a poor showing, for imports are up by 1.9 per cent., total exports are 6 per cent. lower, and the visible adverse trade balance is 14 per cent. worse. It is difficult to imagine any other position when Spanish conflict and the War in the East are intensifying restrictions on foreign trade. It is little consolation that other nations must be feeling the pinch even more than ourselves. We are spending enormous sums on armaments which we can ill afford. The standard of living throughout the world must be reduced if the arms programmes are not abandoned. The sooner the peoples of the leading nations are brought to realise this fact, by politicians at present terrified of plain speaking which will lose votes, the better. In Germany the choice of "guns or butter" is more freely voiced if not so freely available to the electorate, but in this country it is apparently accepted that "guns and butter" should be provided by the taxpayer.

GILT-EDGED AND INDUSTRIALS

These holiday thoughts are hardly of the mood to encourage the investor, but they should at least be sufficient to make him realise that all is not safe that is gilt-edged. It is true that British Government stocks represent a credit higher than that of any other nation, but how many countries at the moment are attempting to pay their debts at all? An industrial share is, after all, worth what the

company can pay on it, and that is all a Government bond is worth in the long run, an argument which tends to make the huge disparity between yields on British Government stocks and those on good-class industrials at the moment hopelessly exaggerated. To take an example, the favourite with the investing public, 3½ per cent. War Loan, gives just under 3½ per cent. on a purchase of stock at the moment. Imperial Tobacco, with the finest industrial record in the world, gives over 5 per cent. on its stock. There are quite reasonably sound shares to give twice this return; their market prices are down to the level which would be justified if international strife were to eventuate. The desperate search for "safety-first" has placed British Government stocks on a ridiculously high plane—or industrials on an absurdly low one, which you will.

A 12½ PER CENT RETURN

An extraordinary return is offered on the £1 shares of the Raleigh Cycle (Holdings) which have now come down to under 40s., though last year's dividend and bonus totalled 25 per cent. This was amply covered by earnings and the Chairman's report on the trading position was eminently satisfactory. Even if last year's records cannot be quite maintained in the current year, employment in the classes of cycle users remains at a high level and a yield of 12½ per cent. on the shares is fantastic.

CALLENDER'S CABLE

Priced at 83s. 9d., the £1 stock units of Callender's Cable and Construction have not yet come back to a level at which a ridiculously high yield is obtainable as most industrials have done. The Company has again paid 20 per cent. dividend and bonus as for 1936 and on this basis the return is under 5 per cent., but earnings are actually over 40 per cent., and there is every prospect of this high level being maintained. Profits were £924,990 against £833,640 but owing to £100,000 being allowed for taxation against £30,000 the net figure showed little change at £447,989. Reserve now totals £1,000,000 and the company has over £2,000,000 in cash and investments. The policy is to invest the company's funds in directions where orders are likely to develop, and the steady growth of the business, including that of the Anchor Cable Co. at Leigh, is a tribute to the wisdom of this policy. The Stock Exchange expects Callender's stockholders to receive a scrip bonus one day and in the meantime the investment is one of the soundest of industrials.

EVER READY

In a more speculative branch of the electrical industry is the Ever Ready Co. (Great Britain) the battery makers. This company earned 50 per cent. last year but the 10 per cent. bonus which accompanied the 35 per cent. dividend in the previous year was omitted. Mr. Magnus Goodfellow, the Chairman, explained at the meeting that this was owing to disturbed world conditions. Sales had not opened well this year but the company was in a strong trading position and he had hopes of a good report again next year. The yield of over 8½ per cent. on the 5s. units at 20s. 6d. is not unattractive.

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